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b. Cottbus railroad district. Replacement of trackage and switches in the district	end of 1952	754	
Guben-Falkenberg, reconstruction of second track	31 December 1952	31,584	(4)
Elsterwerda-Muhland line, recon- struction of second track	31 December 1952	4,250	(4)
Replacement of rails and ties in the district	end of 1952	570	
c. Dresden railroad district. Replacement of rails and switches in the district	end of 1952	2,600	
Chemnitz-Hilbersdorf-Niedervieso line, reconstruction of a second track	1 October 1952	940	(4)
Dresden-Schoena line, reconstruction of second track	21 December 1952	8,000	(4)
Chemnitz-Schoenau line, construction of a second track	21 December 1952	1,330	(4)
Dresden, Technical School for Traffic Replacement of ties and rails in the district	31 December 1952	8,000	
	end of 1952	1,870	
d. Erfurt railroad district. Replacement of rails and switches in the district	end of 1952	1,680	
Construction of a connecting curve at Reinsdorf	30 November 1952	700	
Replacement of ties and rails in the district	end of 1952	1,880	
e. Greifswald railroad district. Replacement of rails and switches in the district	end of 1952	753	
Templin-Prenzlau line, reconstruction and improvement of line	31 December 1952	7,600	(5)
Construction of a connecting curve near Britz	21 December 1952	1,600	(3)
Construction of a connecting curve near Moustrelitz	31 December 1952	3,000	(3)
Construction of a connecting curve near Eberswalde	1 October 1952	2,449	(3)
Replacement of rails and ties in the district	end of 1952	670	

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## f. Halle railroad district.

Replacement of rails and switches in the district

end of 1952 1,853

Technical school attached to the railroad repair shop in Halle

31 December 1952 1,050

Replacement of rails and ties in the district

end of 1952 1,930

## g. Magdeburg railroad district.

Replacement of rails and switches in the district

end of 1952 1,560

Foundry Combine West, second construction stage

31 December 1952 3,152 (4)

Replacement of rails and ties in the district

end of 1952 1,190

## h. Schwerin railroad district.

Replacement of rails and switches in the district

end of 1952 760

Reconstruction of the Rietzow-Schwaan line

31 December 1952 1,901 (6)

Replacement of rails and ties in the district

end of 1952 880

## II. Miscellaneous construction projects undertaken by Department VI:

## a. Berlin railroad district.

Mustermark railroad station, trans-loading shed

1 October 1952 600

Kuestrin railroad station, transfer tracks

20 December 1952 2,913 (7)

Frankfurt/Oder, transfer tracks

20 December 1952 4,869 (7)

Loewenberg, connecting curve

20 December 1952 3,300 (8)

Brandenburg, connecting curve

20 December 1952 7,800 (8)

Berlin Outer Freight Ring, connecting curve near Grossbeeren

20 December 1952 5,100 (2)

Trenenbrietzen-Pelzig line, reinforcement of the permanent way and elimination of curves

20 December 1952 10,650 (2)

Frankfurt/Oder railroad maintenance shop, house of culture

21 December 1952 800

Frankfurt/Oder, railroad technical school

31 August 1952 430

## b. Cottbus railroad district.

Lauchhammer-West, railroad station building

1 November 1952 355

Guben-Frankfurt/Oder, second track between Neusselle and Guben

20 December 1952 2,093

Cottbus, improvement of railroad station

20 December 1952 277

Horka, connecting curve

20 December 1952 700

Jelkro-Beeskow line, crossing points

20 December 1952 5,200 (9)

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c. Dresden railroad district. Altenburg, connecting curve	20 December 1952	1,150
Miesa, enlargement of station facilities, first construction stage	20 December 1952	1,300
Goesnitz, connecting curve	20 December 1952	1,220
d. Erfurt railroad district head- quarters		
Gotha, switch depot and switch repair shop	1 November 1952	757
e. Greifswald railroad district headquarters		
Reconstruction of the Lietzow-Prerow- Binz railroad line	31 December 1952	2,100 (5)
Oberswalde, hump	21 December 1952	800
f. Halle railroad district head- quarters		
Re-routing of the Geiseltal railroad line	1 August 1952	13,700 (10)
g. Magdeburg railroad district headquarters		
Stendal, enlargement of trackage	30 September 1952	100
Querten-Sandersleben line, reconstruc- tion of a second track	31 December 1952	1,570

### XII. Track and bridge construction projects:

Procurement of cranes for the laying of rails and reinforced concrete ties	1 October 1952	659
Execution of bridge construction projects as laid down in the 1952 construction plan. Those bridges will be given priority which, in their present status, require a slowing down of rail traffic	end of 1952	8,000 (11)
Painting of bridges	31 October 1952	4,100
Improvement of facilities of the mobile bridge construction shop (INV)	30 September 1952	326 (12)

2. On 27 March 1952, the chief of department VI of the Directorate General, Rail-  
roads, Berlin, was requested to report to Colonel Belenkov (Inv) of the SCC in  
Karlsruhe. [ ] Belenkov had ordered the Directorate General,  
Railroads, to have a passing siding 800 meters long built in the shortest  
possible time at the Mixdorf railroad station on the Frankfurt/Oder-Grunow-Cot-  
bus railroad line. The Berlin regional railroad headquarters has been ordered to  
draw up the pertinent plans and submit an estimate of cost. (13)

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SECRET/ [REDACTED]

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[REDACTED] 25X1

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3. [REDACTED] work on the construction of the Wuhlheide marshaling yard is proceeding at a moderate speed. (14) Scheduled construction work at the Seddin railroad station had to be discontinued because of a lack of switches. Only one switch was installed in March. Construction work on the connecting curve between Karow and Buch was expected to be started by mid-April. Surveying is done along the projected course of the Loewenberg-Eberswalde railroad line in order to be able to start construction work on this line in 1953. The staking off for a direct connection between the southern section of the Berlin Outer Freight Ring and the Berlin-Justerbog trunk line was started in mid-March. (2)

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4. [REDACTED] construction work on the Oder bridge in Kuestrin-Kietz was proceeding slowly because of a lack of machinery. By early February, the horizontal connection between the first and the second pier had been laid. Welding and riveting work was performed prior to early March. Masonry work on the bridge over the flood area of the Oder River had to be discontinued because of adverse weather. By 7 March 1952, the second track had been laid as far as the second pier of this bridge. Nine steel girders were observed at the southwestern end of the bridge. (3)

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5. [REDACTED]

a. Berlin railroad district.  
The connecting curve near Eberswalde was scheduled to be opened on 1 May 1952. (3) The construction drawing for the second track on the Grossbeeren-Justerbog line and for the improvement of the Trauenrietzen-Belzig line were to be submitted prior to 1 April 1952. (3) and (4) A construction plan for the Fuerstenberg/Oder railroad station, work on which is to be started in 1953, was obtained. (15)

b. Greifswald railroad district.  
Construction projects to be executed in 1952 include:  
A crossing point each at Klein Lanzow, between Anklam and Zueschow, and at Wuestenfelde, 8 km before Stralsund, and two sidings at the Wriezen railroad station. (16) The Prenzlau-Templin railroad line will be reconstructed in its previous form. Only approach facilities to the Prenzlau railroad station will be improved. (5)

25X1

6. [REDACTED]  
Cottbus regional railroad headquarters that the Soviets want the second track of the Guben-Finsterwalde railroad line reconstructed as speedily as possible. The Directorate General, Railroads, Berlin, has given orders that overtime be worked in order to comply with the Soviet order. (4) On 15 February, the Soviets ordered that a connecting loop between the line to Warlitz and the Horka-Palkenberg line be constructed in Horka. The pertinent construction plans were to be submitted by 15 March 1952. (9)

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7. [REDACTED] work was still being done at the crossing point in Herzsprung on 12 February. The rails required were available at the location. (17) The railroad curve near Britz was scheduled to be completed by 22 April. (3)

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SECRET/ [REDACTED]

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[REDACTED] 25X1

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8. [REDACTED]

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a. A total of 922 workers are employed on the connecting curve near Eberswalde. (3)

b. Eighty-six men are working one shift on the bridge over the Oder River near Frankfurt/Oder which is being provided with a second track.

Superstructure of span I : 80 percent completed  
 c. " " II : 20 " "  
 " " III : 70 " "  
 " " IV : dismantling of the damaged parts has been begun  
 " " X : 20 percent completed.

Construction work on the bridge is hampered by a shortage of steel. (3)

Sixty-six men work in one shift on the Oder River bridge at Kuesirri which is being provided with a second track. Paving is being done in three shifts. Shop work for the superstructure of span IV is 85 percent, and assembly work is 60 percent completed. There are difficulties in the procurement of the steel required. (3)

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9. [REDACTED]

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10. [REDACTED]

The type K 49 rails were replaced by lighter material of type 6 and Va in 1951. The Va type rails laid on this line are the lightest material available. The rails were manufactured in 1892 and 1907 and were laid on wooden ties which had been in use 25 to 35 years. The roadbed of the line consists of grade I ballast and is in good condition. Contrary to new rails of type Va, which have a depth of 130 mm, the rails laid on this line have a depth of only 123 mm and at the Salzwedel railroad station of only 110 mm. The sides of the rail heads are worn off up to 5 mm, which causes changes in the gauge of the track, but the tracks are still within permissible limits. Maximum axle pressure possible on the line is 16 tons. Maximum speed between Schoenfeld and Braunsau/Packebusch is 60 km per hour and on the other sectors of the line 50 km.

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[REDACTED] Comment: Annexes are numbered 1, 2, and 4 as received. The numbering has not been changed, in order to keep the numbering consistent with the references in the text.

25X1

[REDACTED] Comments.

(1) This project will extend the double-track southern section of the Berlin Outer Freight Ring toward the west. [REDACTED]

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SECRET/ [REDACTED]

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[REDACTED] 25X1

- 25X1 (4) These projects were included in the 1952 investment plan. [REDACTED] 25X1
- (5) [REDACTED]
- (6) The reconstruction of the single-track Ruetzow-Schwane railroad line, which has been planned for a long time is to improve railroad connections to the Baltic Sea ports of Gostock and Warnemuende.
- (7) These projects are to improve transfer facilities at the Frankfurt/Oder and Kuesstrin border crossing points which are of great importance for Soviet transit traffic.
- (8) Information on the construction of these connecting curves was transmitted previously. [REDACTED] See Annex 25X1
- (9) For sketch of this connecting curve, see Annex 2.
- (10) The Geiseltal railroad line connects Mersburg and Querfurt. The course of this line between Neumark-Medra and Kootzschen is scheduled to be improved. The line runs through a heavily industrialized district. The Luetzkendorf and Krumpa hydrogenation plants are located there. [REDACTED] 25X1
- (11) This project envisages the replacement of temporary bridges which condition special speed limits by permanent structures.
- 25X1 (12) [REDACTED] 25X1
- The present report and reference supplement and overlap each other.
- (13) Mixdorf is north of Grunow. The completion of this new crossing point would increase the carrying capacity of this single-track main railroad line. Colonel Belenkov (fnu) is assigned to the SOC Transport Division.
- (14) For last report on this project, [REDACTED] 25X1
- (15) This project is designed to improve traffic facilities of the Foundry Combine East near Fuerstenberg/Oder. For sketch see Annex 4.
- (16) The execution of this project would increase the carrying capacity of the Stralsund-Pasewalk railroad line whose second track has been dismantled.
- (17) Herzprung is on the Angermuende-Berlin railroad line.

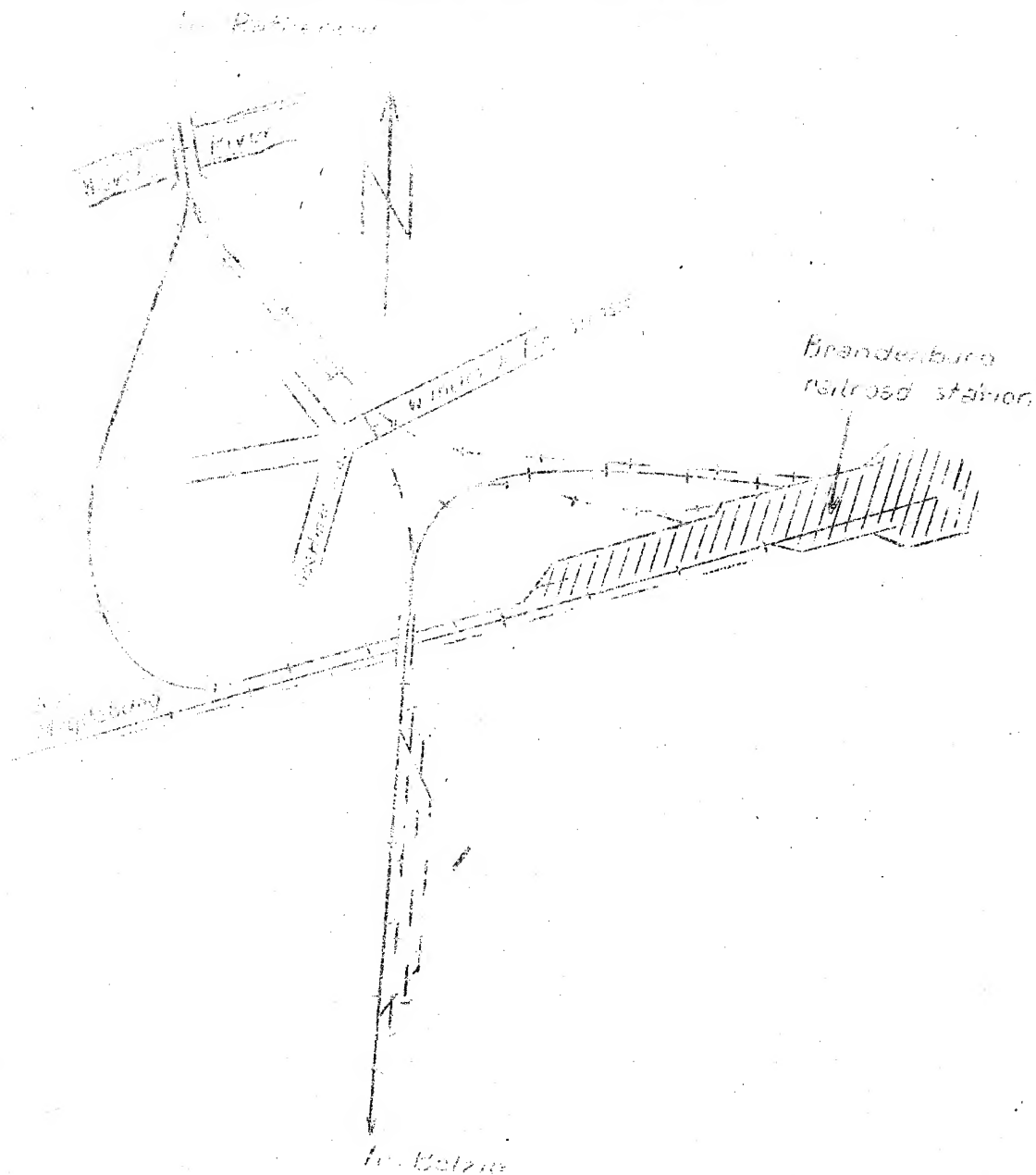
SECRET/[REDACTED]

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SECRET/CONFIDENTIAL [REDACTED] [REDACTED]

Connecting Curve near Brandenburg



Legend:

- Formerly double-tracked, one track dismantled
- Single-track
- Planned connecting curve
- Planned change of locomotives

not to scale

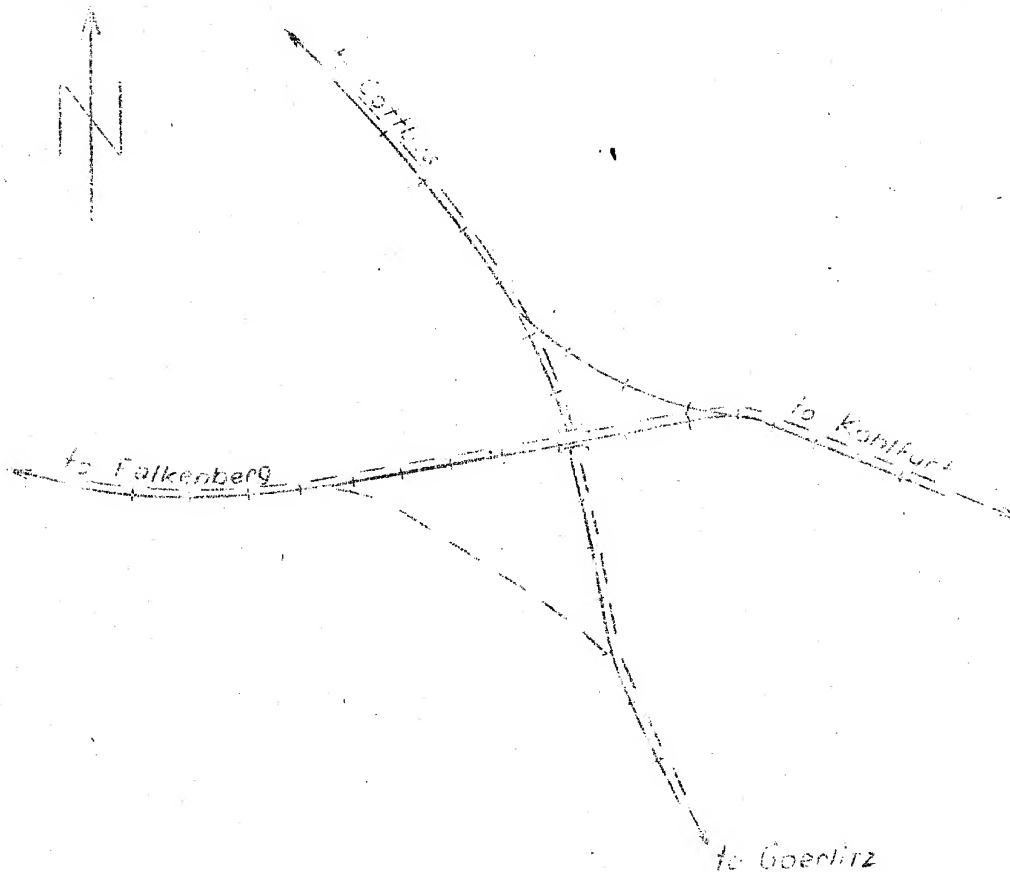
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Connecting Curve near Horka



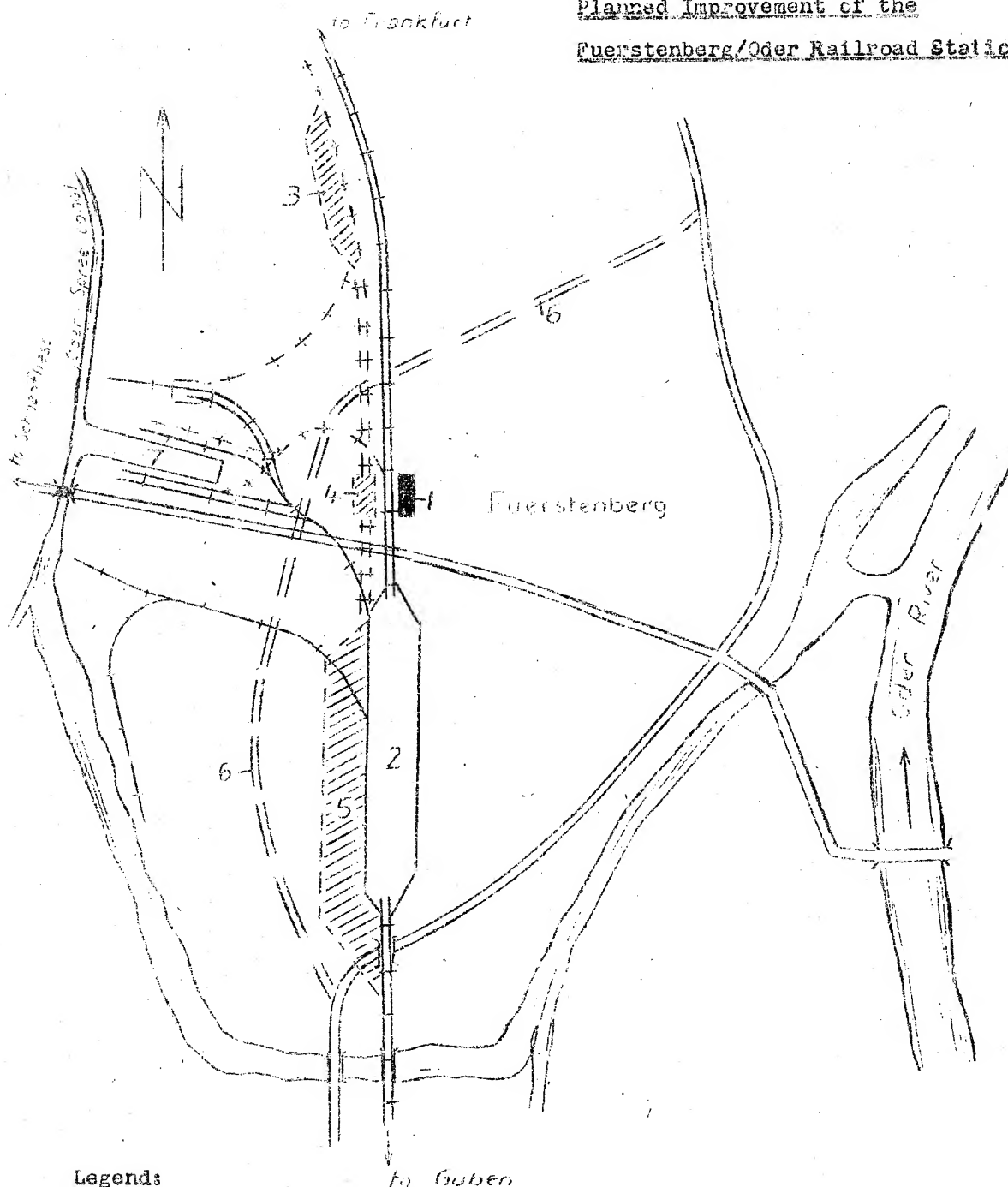
Legend:

- — — — — Formerly double-tracked, one track dismantled
- - - - - Single-track
- ..... Planned connecting curve

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Planned Improvement of the  
Fuerstenberg/Oder Railroad Station



**Legends:**

- Double-track line
- Single-track line
- Tracks scheduled for construction
- 1 Present passenger station
- 2 Present freight station
- 3 Planned transfer point
- 4 Planned passenger station
- 5 Planned freight station
- 6 Planned rerouting of road